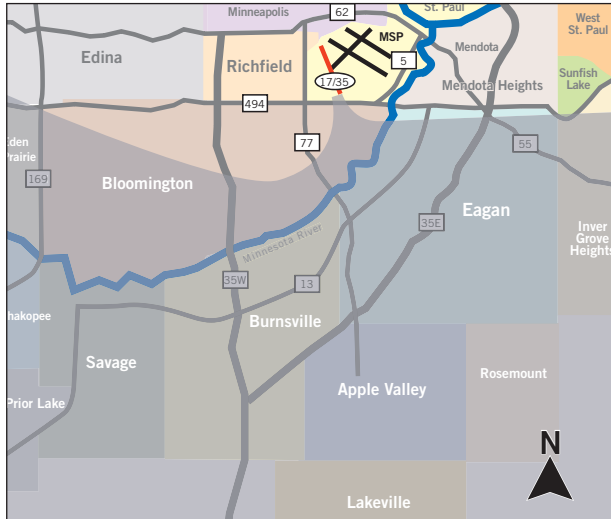


Areas That Can Expect Increased Aircraft Activity

Many of the aircraft today utilizing the parallel runways will move to the new runway in late 2005, a move that will shift an estimated one-third of aircraft operations to the south of MSP. This shift means residents living in parts of Bloomington, Apple Valley, Burnsville, Eagan and other southern cities can expect a noticeable increase in aircraft activity overhead when the runway opens.

The shaded portion of the *Air Flight Impact* map illustrates areas anticipated to receive more overhead activity.



Air flight impact

Additional Resources

- **Aviation Noise Web site** - www.macnoise.com – includes an interactive mapping application that allows residents to locate addresses in relation to the new runway's expected departure and arrival tracks. Runway 17/35-specific information can be found at: <http://www.macnoise.com/runway17-35/>
- **The MSP Noise News newsletter** is published quarterly providing the latest developments in noise reduction, along with announcements of meetings and other events. To sign up for the free newsletter, contact the MAC at 612-726-8141.
- **Speaker's Bureau** - MAC personnel are available to address groups on topics regarding the new runway and/or questions related to airport noise. Call 612-726-8141 for more information.



Metropolitan Airports Commission
General Offices
6040 28th Avenue South
Minneapolis, MN 55450
612-726-8100

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Minneapolis-St. Paul International Airport (MSP) is Minnesota's passport to the world, serving as an important economic engine that powers the state's growth. The sixth-busiest international airport in the United States, MSP accommodated more than 33 million travelers and more than a half-million takeoffs and landings in 2003 alone.

In fact, MSP is the busiest airport in the world that operates only two runways able to handle simultaneous landings and takeoffs. Aviation activity is only expected to grow, making airport congestion a significant and growing concern at MSP and throughout the country. To help alleviate this problem, in October 2005 MSP will add a new North-South runway, known as Runway 17/35, which will bring a much-needed increase in capacity to MSP.

The New Runway

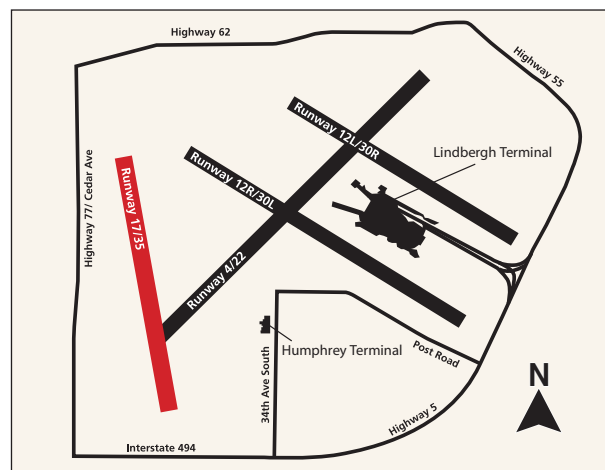
Part of a \$3.1 billion expansion plan developed by the Metropolitan Airports Commission (MAC), Runway 17/35 will increase the airport's operational capacity by approximately 25 percent - helping meet the growing demand for national and international air service. The new runway will also help reduce congestion and delays at other airports nationwide.

MSP currently uses three runways, with the fourth runway - Runway 17/35 - coming in October 2005. The airport configuration includes:

- **Parallel Runways - Runway 12L/30R and Runway 12R/30L** are parallel to each other, running northwest and southeast. Situated to take best advantage of the region's prevailing wind patterns, the two runways are the workhorses of the airport, accommodating around 98 percent of all operations.
- **Crosswind Runway - Runway 4/22**, the airport's longest runway, runs northeast and southwest and is

used regularly for long-distance flights to the Asia-Pacific region. Crossing both parallel runways, it is referred to as the "crosswind" runway because it is generally used on days when there are strong winds that do not permit the use of the parallel runways. Runway construction and severe weather conditions are other factors that can result in increased use of this runway.

- **North-South Runway - Runway 17/35**, scheduled for completion in October 2005, will add 8,000 feet of runway, situated approximately parallel to Highway 77 (Cedar Avenue).



MSP Campus

Using the New Runway

Runway 17/35 will increase the airport's capacity by a projected 25 percent, handling approximately 37 percent of departures and 17 percent of arrivals at MSP on an annualized average basis; meaning daily use will vary. Currently, departures and arrivals are split about evenly between the two parallel runways.

The new runway will operate almost exclusively to and from the south, meaning departures will take off to the south, and arrivals will come in from the south to MSP. Use of the runway to the north, over the city of Minneapolis, will be limited to emergency situations and certain extreme weather conditions, estimated to be less than 1 percent of the time.

What's Being Done to Reduce Noise Exposure to Residents?

In anticipation of the runway's opening, the MAC has worked closely with cities and the Federal Aviation Administration (FAA) to determine the most effective means of minimizing noise impacts. These steps include:

- **Runway 17-2.5 DME Turnpoint Departure and River Departure Procedures** designed to help west-bound jet aircraft departing Runway 17 avoid heavily populated areas just south and southwest of the airport in the city of Bloomington by directing them first over the Minnesota River Valley before turning them west on their assigned heading.
- **Residential Sound Mitigation Programs** will help mitigate noise impacts for an estimated 300 single-family homes and 780 multi-family units on the east side of Bloomington, near the Mall of America.
- **Acquisition Programs** will purchase and remove 29 single-family homes and 136 multi-family units in the most severely impacted areas of Bloomington.
- **Runway Use System** places emphasis on the use of runways that impact the fewest people. When Runway 17/35 opens, it will be the second-most preferred runway for departures, meaning flights over industrial and commercial areas in Eagan and Mendota Heights will continue to be the preferred route for departures.
- **Voluntary Nighttime Agreement.** While **there is no curfew on nighttime flights at MSP** (federal law prohibits the MAC from restricting airline schedules), passenger airlines at MSP have voluntarily agreed to avoid scheduling operations between 10:30 p.m. and 6 a.m.

